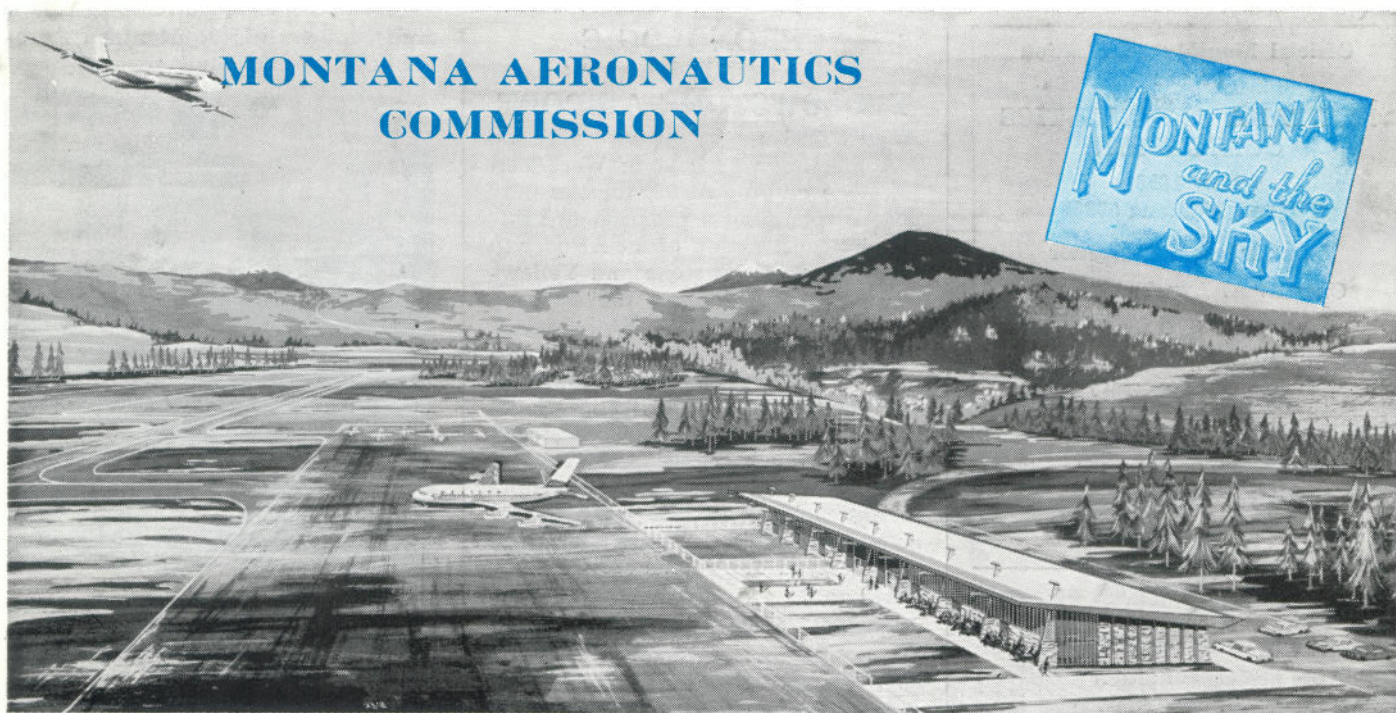




MONTANA AERONAUTICS COMMISSION

MONTANA
and the
SKY

Volume 17 No. 11

Yellowstone Airport

Special Issue, 1966

"MAINTENANCE- OPERATION, AND FUTURE"

By James H. Monger,
Assistant Director, Airports

The traffic at the Yellowstone Airport has exceeded all expectations, and the airplane parking apron was more than filled many times during the 1966 season. The parking apron size, presently, is 250 feet by 1300 feet in length. This includes the airline loading and unloading zone in front of the Terminal Building. There are 40 permanent tie-downs provided for itinerant aircraft, and an off-pavement area located on the turf, north of the pavement. Upon several occasions during the 1966 season, 4 or 5 multi-engined aircraft and executive jets were on the airport at one time. This caused an overcrowded condition and forced some of the single-engine airplanes onto the turf area. For this reason, the Montana Aeronautics Commission has recently made a request for aid to the Federal Aviation Agency to provide a larger paved apron. The new apron will be completed by mid-summer, 1967. The paved apron will be 250 feet by 500 feet, and located immediately adjacent to the south edge of the Terminal Building apron. The new apron will be reserved for twin-engined aircraft and the executive jets, and multi-engined aircraft. This new

apron will minimize the parking congestion by separating the different types of aircraft traffic. After this \$73,000 project is completed, the available ramp at West Yellowstone will be 250 feet wide and 1800 feet in length.

Early in 1967, the master plan for the Yellowstone Airport will be updated, showing the ultimate airport plan for the future, and the optimum runway length which could accommodate the soon-coming, full jet airline traffic. It now appears that with sufficient federal funds available, the runway at the Yellowstone Airport could be extended to approximately 12,500 feet. The runway extension is not planned for any particular date; however, it is ever-mindful to the State Aeronautics Commission and will be accomplished when the need arises. Before that particular time, it will probably also be necessary to provide more paved auto parking area, due to the fact that even now there are up to 200 automobiles parked around the Terminal Building during the summer. Most cars now have to park off pavement.

The Airport Manager and the Building Maintenance men keep the Yellowstone Airport in top condition at all times. Each day the entire lighting system is checked as well as the runway condition and any slight discrepancy

(Continued on Page 2, Col. 1)

YELLOWSTONE'S GROWTH RECORD

Yellowstone airport shows an impressive growth record after only two seasons of operation.

At the close of the 1966 season, the airport:

Ranked fifth in Air Carrier operations—behind only the four Tower Controlled airports in Montana by less than 100 Air Carrier operations during the period of time covered by the airports operating season.

Airline passenger count was nearly 9500.

Freight Poundage was in excess of 7,000.

Express of nearly 700 pounds.

Mail surpassed 4500 pounds.

1966 INCREASES

Airline operations increased by 192 operations.

General Aviation Traffic increased 1,277 Operations.

Fuel sales were in excess of 5,000 gallons over the 1965 season.

**PREPARED FOR
PRESENTATION TO THE
CIVIL AERONAUTICS BOARD
IN THE "SERVICE TO WEST
YELLOWSTONE CASE"
DOCKET #17347**

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**MONTANA AERONAUTICS
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MAINTENANCE

(Continued from Page 1)

ancy from perfect condition is corrected immediately. The runway is situated on a natural base consisting of 200 feet of obsidian sand. This has proven to be a natural and the pavement has not suffered any cracks or weather distortions in three winters.

Whenever a major maintenance item is involved on the Yellowstone Airport, the Airport Manager calls on help from the Montana Aeronautics Commission's summer airport maintenance crew from Helena. A great deal of painting is done on the field and in the building in the spring before the tourist season opens. In the fall of '66, fences were repaired from elk and moose breakage during the winter time. The runway numerals and center line were repainted.

The Montana Aeronautics Commission is ready to seriously consider keeping the Airport open the year-round at the time that the local economy, the airline traffic, the Yellowstone Park winter traffic, and local industry and recreation indicate that the winter operation of the Yellowstone Airport would be economically feasible.

RED LODGE-COOKE CITY BEARTOOTH HIGHWAY

U.S. 212 over the 11,000 foot Bear-tooth Mountains — Top-of-the-world scenery includes views of glaciers, lakes, fields of alpine flowers, peaks and canyons. (Rental cars available at Airport).

CHRONOLOGIC CALENDAR OF YELLOWSTONE AIRPORT

August 1956

A meeting was held in West Yellowstone on August 28, for the purpose of planning a program to initiate the construction of an Airport to serve West Yellowstone and Yellowstone Park. Attending the meeting were representatives of the CAA (FAA), Montana Aeronautics Commission, U.S. Forest Service, National Park Service, Western Airlines, Frontier Airlines and West Yellowstone civic and business leaders. (Federal legislation and preliminary planning were developed in 1950 however the airport project for West Yellowstone was delayed due to the Korean conflict.)

July 1961

The Montana Aeronautics Commission, at the first regular meeting of the current fiscal year, authorized the Director to advise the agencies concerned that the Commission would accept the sponsorship of the construction and operation of the West Yellowstone Airport.

October 1962

An inspection trip was conducted on October 19, 1962 on the engineering at the location of the new airport at West Yellowstone.

December 1962

The master plan for the new West Yellowstone Airport was approved by the FAA.

April 1963

The Montana Board of Examiners and the Montana Aeronautics Commission awarded the contract for the construction of the new West Yellowstone Airport to Burggraf Construction Company of Idaho Falls.

June 2, 1963

Ground Breaking Ceremonies were held for the new West Yellowstone Airport. Senator Mike Mansfield broke the first ground. Approximately 250 persons attended from Montana communities. Among the dignitaries were J. M. Beardslee, Administrator of the Federal Aviation Agency's Central Region, Kansas City, Mo.; Lon Garrison, Superintendent of Yellowstone National Park, George H. Duwendack, Supervisor of the Gallatin National Forest; G. G. Brooder, Vice-President of the Western Airlines; Claude Duncan, President of the West Yellowstone Chamber of Commerce

and members of the Montana Aeronautics Commission.



Senator Mike Mansfield breaking "First Ground" on June 2, 1963.

December 1963

The project at West Yellowstone was approximately 50 per cent completed as of this date.

February 19, 1964

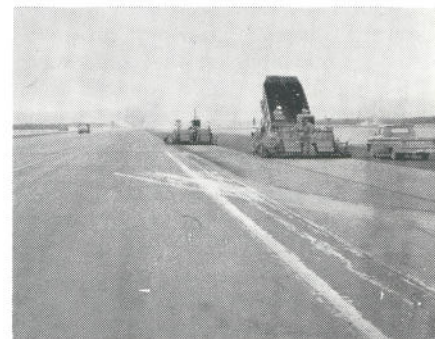
Bids were opened in Helena for the construction of the Terminal and Maintenance Buildings for the West Yellowstone Airport. Contracts were awarded.

June 1964

Airport project progresses rapidly. Footings and foundation work completed on Terminal Building.

August 1964

Paving was underway on the runway and parallel taxiway. The total airport project was 85 per cent completed as of this date.



Runway under construction.

September 1964

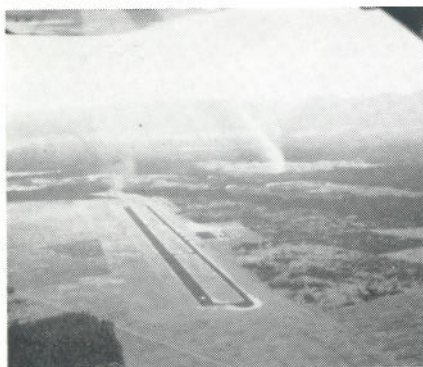
Paving project completed.

November 1964

The new airport complete and open to traffic until heavy snowfall. Aviation services nor field lights are yet available. (The old West Yellowstone

strip officially abandoned by Gallatin County and the property turned back to the United States Forest Service.)

Terminal building construction progressing.



Ready for traffic—West Yellowstone looking Northwest.

February 1965

Terminal Building construction phase near point of completion. Final negotiation with lessees and tenant operators being finalized.

All construction on the runways, taxiways, aprons, light systems and airport proper completed.

March 1965

Terminal Building approximately 90 per cent complete as of this date.

May 1965

West Yellowstone Project complete.

June 12, 1965.

DEDICATION DAY!!!

Western Airline's inaugural flight starting scheduled service.

September 19, 1965.

Western Airlines last scheduled flights. Airlines service discontinued for winter months. Western reports a total of 8,953 passengers for the season.

October 11, 1965.

Terminal and all facilities at West Yellowstone Airport closed for season. Open daylight hours only. Phone available.

May 21, 1966

Terminal and all facilities reopened for the season.

June 9, 1966

Western Airlines resumes regular service into West Yellowstone Airport. Three Flights from the south and one Flight from the north.

September 18, 1966

Western Airlines last scheduled flights. Airlines service discontinued for the winter months.

October 8, 1966

Aviation facilities closed for season at West Yellowstone.

THE DEDICATION

The dedication of the West Yellowstone Airport, on June 12, 1965, climaxed the realization of 15 years of dreams, hopes, plans and work by the people of West Yellowstone, the Montana Aeronautics Commission, the State of Montana, the United States Forest Service, the National Park Service and the Federal Aviation Agency.

Over 2,000 persons were on hand for the dedication ceremonies and to meet the Inaugural Flight of Western Airline's Electra. An approximate 200 aircraft and 1,500 automobiles brought the attending crowd from points all over Montana and around the nation.

Over thirty local, state and federal dignitaries were on the speakers platform and Gordon R. Hickman, Chairman of the Montana Aeronautics Commission was Master of Ceremonies.

Featured speaker, Mr. William Schulte, Assistant Administrator, Office of General Aviation Affairs of the Federal Aviation Agency, Washington, D.C., stated that the West installation was accomplished through the cooperation of Federal, State, Local governments and the people. He extended congratulations to all individuals and agencies that had furthered the project.

By telegram Senator Lee Metcalf, and Senator Mike Mansfield expressed their pleasure in having played a part in bringing about the accomplishment of the 15 year old dream.

Brief presentations were given by Mr. Ed Nelson, Administrative Assistant to the Governor; Congressman Arnold Olson; Charles A. Lynch, Montana Aeronautics Director; Mr. Howard "Pete" Hill, Big Sky Aviation; Mr. Cole Morrow, Director of Airport Service, Washington, D.C.; Colonel Dregge of the Civil Aeronautics Board; Mr. Art Kelly, Vice President, Western Airlines; Mr. F. H. Christensen, Weed, California; and Mr. E. R. DeSilvia, Assistant Regional Forester, Region No. 1, Missoula, of the United States Forest Service.

Dedication Day entertainment included colorful tribal dances by the Hopi Indians from Arizona; The 46th Army National Guard Band; a static display by the Montana National Guard; and smoke jumper aircraft and equipment by the U.S. Forest Service from Missoula.

An evening banquet was held at

Old Faithful Inn for some 300 dignitaries and guests hosted by the Yellowstone Park Company and Western Airlines.

THE AIRPORT

The United States Department of Agriculture and the U.S. Forest Service donated the property for the Yellowstone airport which encompasses a total of 790 acres.

The National Park Service and the Federal Aviation Agency jointly financed the airport and made the funds available to the sponsor, the Montana Aeronautics Commission. In April, 1963, Burggraf Construction Company of Idaho Falls was awarded the construction contract by the Montana Board of Examiners and the Aeronautics Commission. The Ground Breaking was held on June 2, 1963 and by December the airport was 50% completed. The paving was completed in September of 1964 and ready for traffic in November. The official Dedication was held on June 12, 1965 with all facilities open and Western Airlines inaugurated their regular service into West.

The cost of the airport was \$1,035,502, the terminal building cost was \$248,480.00 with a total overall cost of \$1,283,982.00.

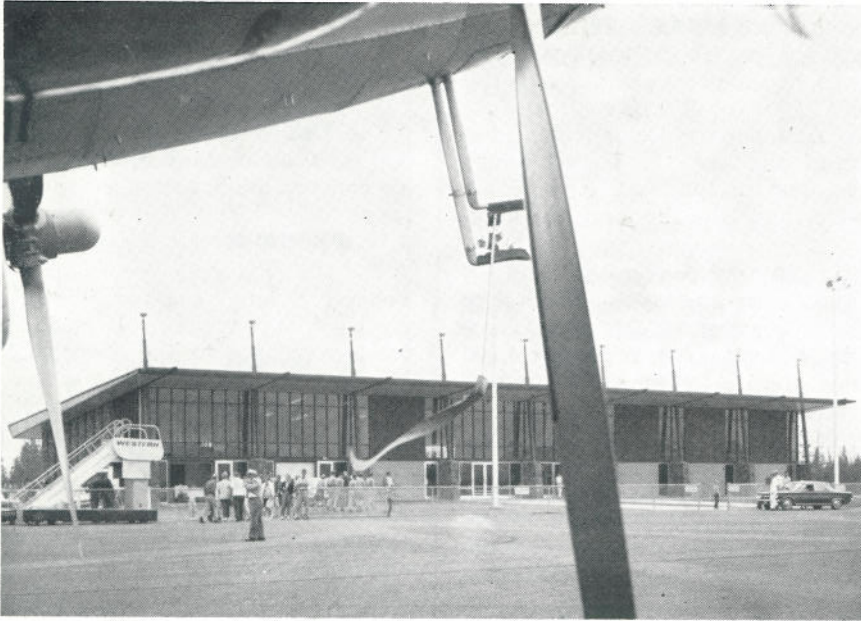
The airport is maintained and operated by the Aeronautics Commission—elevation 6,644 feet—runway length of 8,400 feet with a parallel taxiway—fully lighted with a medium intensity lighting system—parking apron is 1,300 feet long and 250 feet in width—40 permanent tie-downs with chains are provided for private aircraft and there is an additional off the pavement area for light aircraft wishing to remain the entire summer.

Due to the heavy snow conditions in the area, all facilities are closed during the winter months. From October to May, a phone is available at the airport which is open daylight hours. A report of the snow condition should be obtained before going into West even though aircraft are ski equipped.

PARK VISITOR INCREASE

Reports of the 1966 season, as of September 30, show that visitors to Yellowstone Park have increased within the past two year period by 55,534 visitors over 1965 and 187,190 visitors over pre-Yellowstone Airport season, 1964.

THE TERMINAL BUILDING



On February 19, 1964 bids were opened in Helena for the construction of the Terminal and Maintenance buildings.

Contracts were awarded to the following bidders.

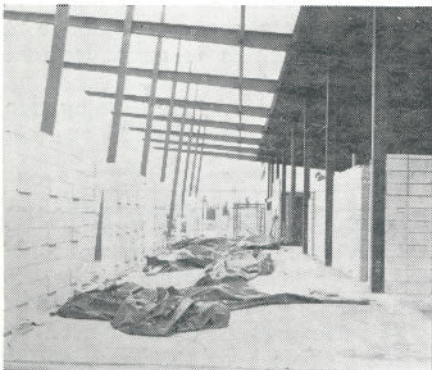
General Contract—Wallace Dite-man of Bozeman—\$158,768.00.

Mechanical contract—Fullerton Plumbing and Heating of Hamilton—\$18,900.00.

Electrical contract—Bozeman Elec-tric of Bozeman—\$16,160.00.

Well Drilling contract—Van Dyken Drilling Co. of Bozeman—\$1,789.25.

Consulting engineer was Wenzel Engineering of Great Falls, and their Project engineers were Bob Ross and John Beer. The terminal was designed by the architectural firm of Knight and Van Teylingen of Great Falls, in



Terminal building — early stage of construction.

a beautiful modern style with a definite rustic and western motif.

Construction was started on the Terminal on May 18, 1964. The building, 162 feet in length and 50 feet wide, is constructed of native stone, natural wood, steel and glass.

The terminal building has a large lobby area, a pilot's lounge; a conference room, Airport Cafe, Smith and Chandler Gift Shop, U.S. Forest Service's Inner Agency Fire Control Center and offices for Western Airlines; Big Sky Aviation, Inc., (The Flight Operator); Yellowstone Park Company; Hertz, Avis, Budget and National Rent-A-Car companies.

In the main lobby is a direct line telephone service to down-town motels and hotels.

NEARLY 100 MOTELS, hotels, cabin courts are located in the West Yellowstone and surrounding area. Ranging from the typical rustic western cabin to the very latest motel of modern architecture with pool.

ACCOMMODATIONS in Yellowstone Park, like the scenery, are varied. They range from budget-wise camper cabins to hotels and motor lodges.

CLIMATE in Yellowstone is typical of high altitudes; during summer, brisk cool nights are followed by pleasant daytime temperatures—usually in the low 70's.

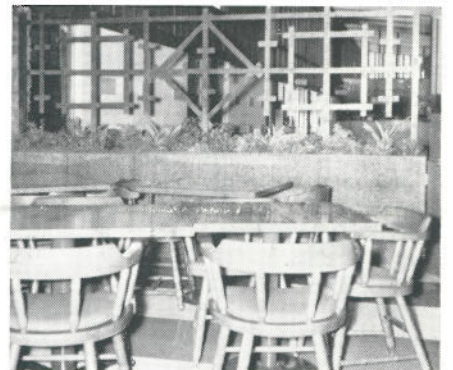
AIRPORT CAFE

Mr. and Mrs. Van Smith, residents of West Yellowstone for some years, operate the attractive and convenient restaurant in the terminal building.

During the summer season the restaurant is open for the daylight hours.



Mr. Van Smith



The spacious lobby of the terminal is visible through the restaurant's lattice separator.

In addition to the counter and numerous tables, a Mezzanine area is available for special group dinners. The cafe specializes in both short orders and full course meals.

HERTZ RENT-A-CAR

Office located in the lobby of the Terminal Building.

AVIS RENT-A-CAR

Available in the Yellowstone Park office in the Terminal lobby, through franchise with the Y.P. Company. (A variety of motor and camping vehicles are available.)

NATIONAL CAR RENTAL

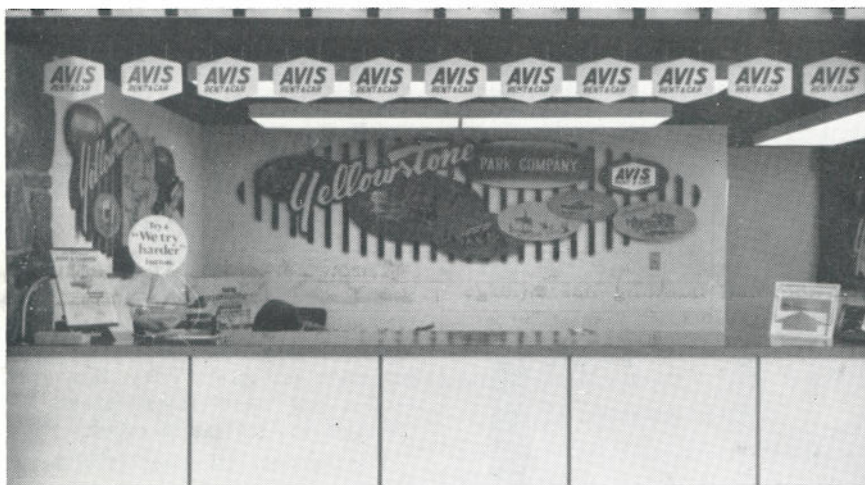
Available in the Big Sky Aviation office in the terminal.

BUDGET RENT-A-CAR

Office located in the lobby of the Terminal Building.



Hertz Rent-A-Car



Yellowstone Park Company—Avis Rent-A-Car



Big Sky Aviation—National Rent-A-Car

YELLOWSTONE PARK COMPANY

Yellowstone Park Company maintains their office in the terminal building.

By franchise with Avis Rental Cars, Yellowstone Park Company has a wide variety of camping vehicles in addition to automobiles available for "Air" visitors. Guided tours by Park Company vehicles can be arranged.

Reservation and information requests should be direct to the Yellowstone Park Company—Reservations Department.

Summer office (May 1-October 1)—Yellowstone National Park, Wyoming, 83020.

Winter office (October 1-May 1) Billings, Montana, 59101.

Year round—Phone (Area Code 307) 344-7311.

TOURS directed particularly to visitors arriving by air or other public conveyance are numerous and varied. In addition to the many tours through the Park—side tours are arranged for visits to Grand Teton National Park—Scenic Virginia City and the earthquake area.

Two authentic stage coaches depart from Roosevelt Lodge, located in the park, hourly for the trip over forest and sagebrush trails, overlooking the roaring Yellowstone River and Mighty Absaroka Mountains!

BIG SKY AVIATION, INC.

Big Sky Aviation, the General Aviation Operation at Yellowstone Airport, is a corporation of aviation businessmen and interested aviation enthusiasts composed of Jeffrey Morrison, and Dr. J. R. Burgess of Helena; H. P. "Pete" Hill and Robert Burggraf of Idaho Falls, Idaho; Martin Rust II of Boise, Idaho; and George Crockett and Vern Willis of Las Vegas, Nevada.

Harold "Hal" Wight, formerly of Dillon and Idaho Falls, is the manager of the operation and his staff includes a secretary/receptionist and two line boys.

Big Sky operates the Unicom Radio for West Yellowstone. (122.8mc).

During the season Big Sky offers all Texaco jet and aircraft fuels, aircraft servicing and cleaning; Air Taxi, and scenic flights.

National Rent-A-Cars are available at the Big Sky Office.



Budget Rent-A-Car



Smith & Chandler Gift Shop



Western Airlines

U.S. FOREST SERVICE FIRE CONTROL CENTER

During the past season the United States Forest Service maintained offices in the terminal building for their Inner Agency Fire Control Center. The station will open their own Center facilities in the early part of the 1967 season. Located $\frac{1}{2}$ mile North of the main Terminal Building, the facilities will include the Center, a dormitory, a mess hall, storage rooms, a Borate pumping station and a parachute loft. The center will have its own access taxiway to the area.

Contract aircraft stationed there will be helicopters; fire patrol planes; and fire retardant bombers. Twenty Five jumpers and supporting personnel will be based there throughout the season.

The Center will have the fire patrol for approximately 100 miles radius of West Yellowstone including the Park.

SMITH AND CHANDLER GIFT SHOP

Throughout the summer months Smith and Chandler of Las Vegas, Nevada, and West Yellowstone, Montana, operate the Gift Shop in the terminal building. They have operated a large store in downtown West Yellowstone for many years.

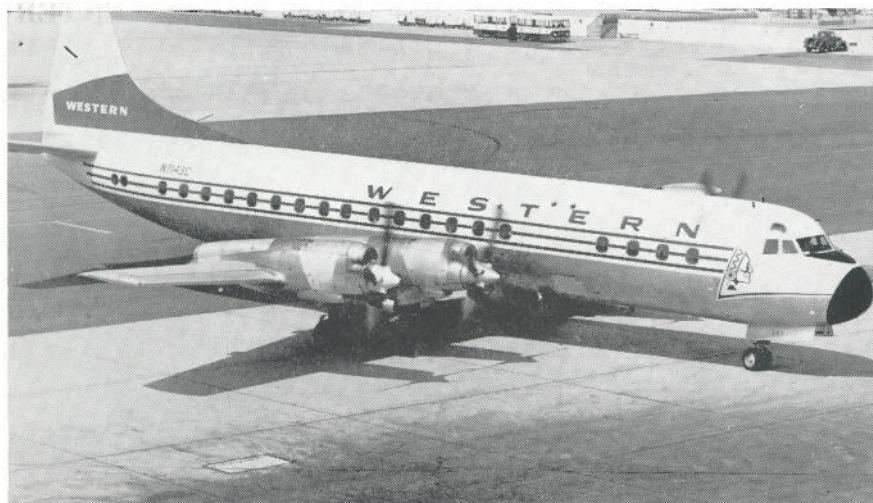
The Airport gift shop is open during the daylight hours and features, souvenirs, curios, novelties and specializes in authentic western jewelry, leather goods and western wearing apparel.

AIR TRAFFIC ALTERS PARK VISITOR PATTERN

Since the inauguration of Air Carrier Service and the increase of general aviation traffic into West Yellowstone—the number of weekend visitors into the Park has greatly increased.

Prior to Yellowstone Airport, Park visitor traffic was heaviest Mondays through Fridays, now due to the speed of travel time, visitors leaving distant points on Friday, can arrive on Friday to spend the weekend. Though greatly increased, Park visitor traffic is now extended over the full seven days, alleviating the heavy visitor concentration in a four day period.

WESTERN AIRLINES



Western Airlines Electra

Western Airlines inaugurated their scheduled air service into West Yellowstone on Dedication Day, June 12, 1965.

Western serves West Yellowstone with the \$2,000,000—94 passenger Electra and the DC 6B.

FLIGHT SCHEDULE— 1966 SEASON

Flight 8 (DC 6B) Salt Lake City to West Yellowstone (Turn Around Flight).

Flight 9 (DC 6B) West Yellowstone to Salt Lake City.

Flight 26—Los Angeles—Salt Lake City—West Yellowstone—Great Falls.

Flight 23—Great Falls—West Yellowstone—Salt Lake City—Los Angeles.

Flight 12—Los Angeles—Salt Lake City—West Yellowstone—(Turn Around Flight).

Flight 7—West Yellowstone—Salt Lake City—Los Angeles.

Western Airlines celebrated its 40th year of Airline Service on April 17th, 1966 and had the distinction of carrying the "Best On Time Record" for the industry during the preceding year.

FISHING. No license required inside the park. General season: May 30-October 31. Exceptions are posted. Fishing Guide is available upon request. Boats available in Park.

WEST YELLOWSTONE TWO YEAR REPORT

July—1965

Scheduled Services	Month	Year To Date
Passengers		
(on and off)	3,099	4,339
Mail	978 #	1,321 #
Express	148	178
Airfreight	2,571	3,460

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	182	290
Private Aircraft	802	1,590
Military Aircraft	2	20

August—1965

Scheduled Services	Month	Year To Date
Passengers		
(on and off)	3,619	7,958
Mail	1,988 #	3,309 #
Express	215	393
Airfreight	1,809	5,269

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	182	472
Private Aircraft	816	2,406
Military Aircraft	6	26

September—1965

Scheduled Services	Month	Year To Date
Passengers		
(on and off)	995	8,953
Mail	272 #	3,581 #
Express	61	454
Airfreight	1,939	7,208

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	58	530
Private Aircraft	259	2,665
Military Aircraft	0	26

1966 SEASON REPORT

May — 1966

Private Aircraft	164	164
Military Aircraft	2	2

June—1966

Scheduled Services	Month	Year To Date
Passengers		
(on and off)	1,796	1,796
Mail	1,028 #	1,028 #
Express	133	133
Airfreight	1,340	1,340

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	168	168
Private Aircraft	450	614
Military Aircraft	0	2

July—1966

Scheduled Services	Month	Year To Date
Passengers		
(on and off)	2,867	4,663
Mail	1,579 #	2,607 #
Express	230	363
Airfreight	692	2,032

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	242	410
Private Aircraft	1,352	1,966
Military Aircraft	20	22

August—1966

Scheduled Services	Month	Year To Date
Passengers		
(on and off)	2,681	8,244
Mail	1,651 #	4,258 #
Express	250	613
Airfreight	2,325	4,357

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	244	654
Private Aircraft	1,316	3,282
Military Aircraft	18	40

September—1966

Scheduled Services	Month	Year To Date
Passengers		
(on and off)	1,230	9,474
Mail	294 #	4,552 #
Express	62	675
Airfreight	2,751	7,108

AIRCRAFT TRAFFIC MOVEMENTS

Scheduled Airlines	64	718
Private Aircraft	646	3,928
Military Aircraft	0	40

TWO YEAR RECAP

1965 SEASON

Airport Facilities Open	Start Air Carrier Service
May 17	June 12
Airport Facilities Closed	Last Scheduled Air Carrier Service
October 4	September 18

1966 SEASON

Airport Facilities Open	Start Airport Carrier Service
May 15	June 11
Airport Facilities Closed	Last Scheduled Air Carrier Service
October 8	September 19

Total Operations	1965	1966
Scheduled Services	526	718
Unscheduled Operations	2,691	3,968
TOTAL	3,217	4,686
Total Scheduled Traffic	1965	1966
Passengers	8,953	9,474
Mail	3,581	4,552
Express	454	675
Freight	7,208	7,108

YELLOWSTONE AIRPORT ONE STEP FROM WONDERLAND



Yellowstone Falls—one of the many scenic wonders of the Park.

Yellowstone National Park, established in 1872, a part of the high country of the middle Rocky Mountains is the oldest and the largest national park. Its 10,000 thermal attractions includes 200 geysers, myriad hot springs and bubbling mud volcanoes, brilliant pools and terraces. Equally outstanding are the Grand Canyons of the Yellowstone River, Yellowstone Lake and the unlimited wild animals.

YELLOWSTONE LAKE

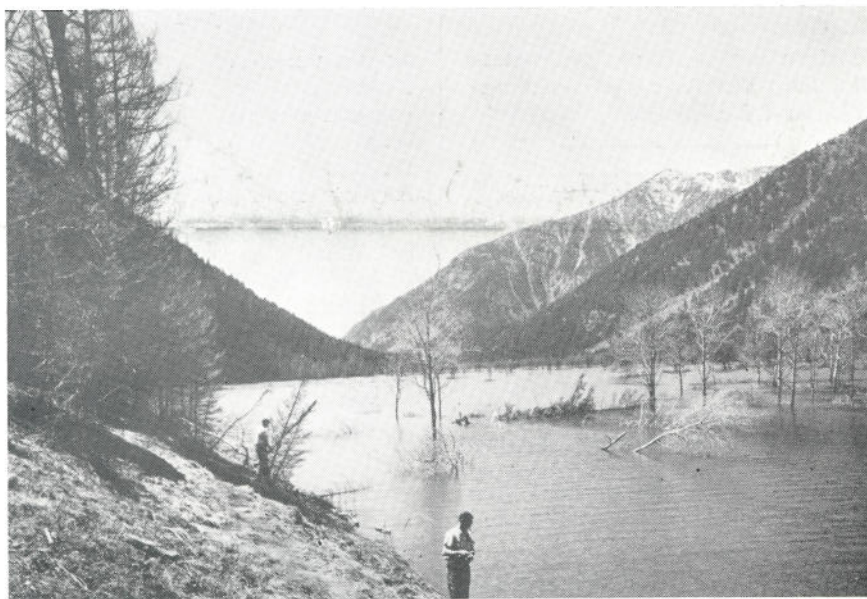
Yellowstone Lake is the largest body of water in North America at so great an altitude. It lies 7,731 feet above sea level, covers 139 square miles and has a 100 mile shoreline. At its outlet is Fishing Bridge, a favorite spot with anglers.

BOATS

Yellowstone Lake provides one of the most enchantingly beautiful sights in the Park. Visitors may enjoy the beauty of Yellowstone Lake from the comfort of a large scenic-cruiser! Rowboats, motor boats and cruisers



The Beartooth Mountains, lying between Red Lodge, Montana and the northeast entrance to Yellowstone National Park, provide spectacular views. The famed Beartooth High Road, appropriately named the "Top of the World Highway". (Photo courtesy Montana Highway Commission.)



MONTANA'S NEW NATURE-CREATED LAKE— The earthquake of 1959 toppled a mountain across the Madison River and created a new lake in southern Montana. Commonly called Quake Lake, this new reservoir and the Madison River itself provide some of the best fishing in the State. (Photo courtesy Montana Highway Commission.)

THE SPECTACULAR WATERFALLS

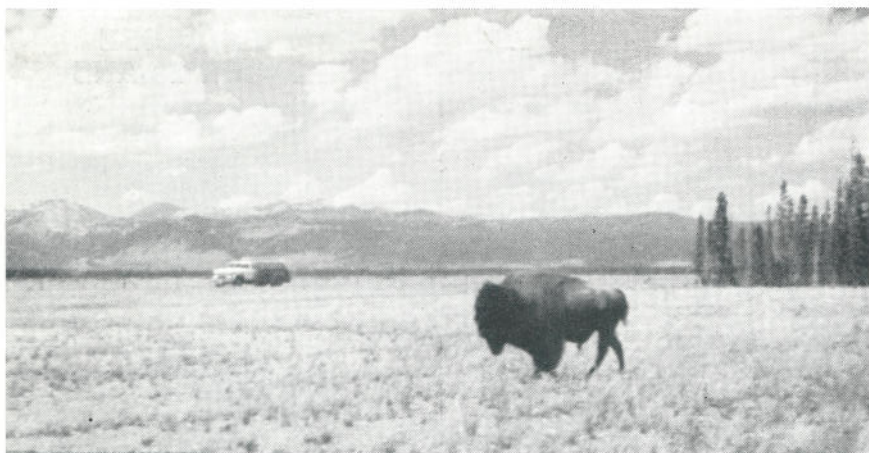
The Lower Falls of the Yellowstone River, 308 feet high, is nearly twice as high as Niagara. Equally spectacular are the Towers Falls, Upper Falls, Lewis Falls, Moose Falls and Gibbon Falls.

PACK TRIPS are arranged through Dude Ranchers Association, Box 1363, Billings, Montana.

GRAND CANYON

The Grand Canyon of the Yellowstone alone is worth a trip to this park. With its dominant color a vivid yellow, it is beautiful at any time of day, and may be viewed from numerous vista points.

SADDLE HORSES: Rides (with an experienced guide) varying from 1 to 4 hours (longer rides by special arrangement) are available in the Park.



One example of the area's wild life, a curious buffalo wanders near Yellowstone Airport. (The Texaco truck is on the runway.)



The magnificent bull elk is prevalent throughout Yellowstone Park.

WILDLIFE

Yellowstone is one of the largest wildlife sanctuaries in the world and its habitants include bears (black, brown, cinnamon and platinum blonde) deer, elk, moose, buffalo, coyote, antelope and Rocky Mountain Big Horn sheep.

Yellowstone bird population includes 200 species. The rare bald eagle, is sometimes seen near rivers, Ospreys, gulls and pelicans and rare Trumpeter Swan.

QUAKE LAKE AREA, one of Montana's finest fishing areas, can be visited via rent-a-car or camper. Lodge facilities in this area.

RED LODGE-COOKE SCENIC ROUTE

Described by many seasoned travelers as the most scenic road in the world. You travel across the summit of the Beartooth Mountains—past white glaciers—panoramic grandeur of some of the Rocky Mountains' most scenic and rugged terrain—see abundance of wild animals such as elk, rocky mountain sheep, moose and deer.

Whether you travel by tour bus—rental vehicle—or fly your plane from Yellowstone Airport on to Red Lodge—the scenery of the Red Lodge—Cooke-via Beartooth Mountains Route is unsurpassed.

VIRGINIA CITY—AUTHENTIC AND UNIQUE

Much of the history of the Old West is stored in the relics seen in Virginia City museums. Virginia City has two historical museums containing articles used by both vigilantes and road agents. There is also a drug store museum; in the old brewery still stand wooden vats as they stood when used for making beer; old-time music boxes and nickelodeons can be played in the coffee house or old-time saloon; professional actors present 19th century plays in the opera house; surreys and stage coaches fill the old livery stable; a collection of pioneer automobiles is parked in old garages; a print shop has old-time presses and experimental type-setting machines.

These museums are open to the public at no charge—just walk in and browse around!

Virginia City is a mining camp with a wealth of history as a heritage. The authentic reconstruction of Nevada City on its original site adds a bit to the charm of this city of the "Old West."

The way to enjoy a visit to Alder Gulch is to stroll around town looking at every thing and talking to anyone.

Many of Virginia City's original buildings still serve businesses, homes and stores dating from the 1880s. An information center is maintained, where questions are freely answered.

The Vigilance Club provides a well stocked fishing pond for children; private stockmen have saddle horses and carriages for hire. The Opera House is open every night during the summer presenting 19th century melodrama.

For information write Vigilance Club or Information Center, Virginia City, Mont. 59755.

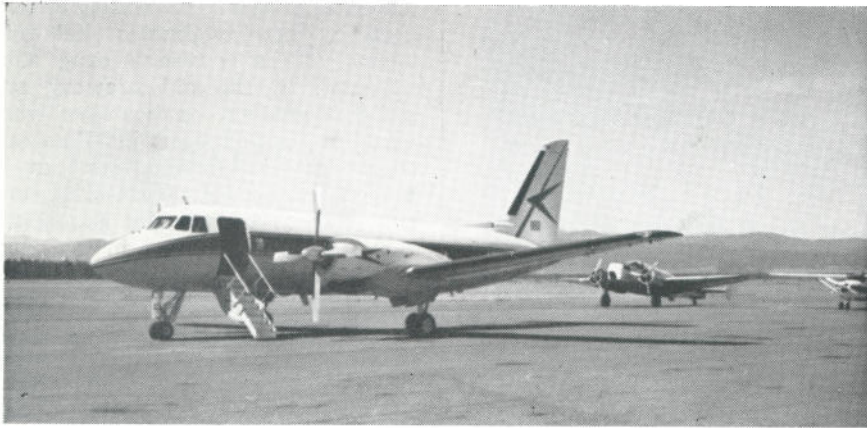
See Virginia City via rental vehicles or package tours through the Yellowstone Park Company.

THE NATIONAL PARK SERVICE

Yellowstone is an extensive Park and a geologically strange one. Ranger-Naturalists help travelers to understand, appreciate, and fully experience its beauty. Their knowledge is extended, free of charge to all who visit.

AIRCRAFT VARIETY

A wide variety of aircraft have used the facilities of Yellowstone Airport during the past two seasons. From single engine to jet—from 2 place to Western's 94 passenger Electra. The following aircraft are only a few serviced during the 1966 season.



Gulf Stream-Model G-159



U.S. Air Force C-97.



Big Sky's Texaco truck servicing a Model 23 Lear Jet.

RADIO OR PHONE TO FILE/CLOSE FLIGHT PLANS

Pilots flying in or out of West Yellowstone may call "Yellowstone Radio" to file or close flight plans from the air. By communication frequencies 122.1 and 122.2 installed at the radar site on Sawtelle Peak there is a direct wire to the Salt Lake City Flight Service Station.

For added convenience, from June 1, through October 15, 1966, the Federal Aviation Agency provided free phone service from West Yellowstone to the Bozeman Flight Service Station. By asking the operator for **ENTERPRISE 659 from ANY TELEPHONE** in the West Yellowstone Community, you are connected with the Bozeman Flight Service and the FAA automatically billed for the call.

FLIGHT PLAN STATISTICS

May through September 1966

	Inbound Flight Plans	Outbound Flight Plans	Pilot Briefs
May	29	22	18
June	122	82	87
July	172	122	133
August	148	122	134
September ...	68	57	61
Total	539	405	433

ENNIS

Fly into Yellowstone Airport—rent an automobile or camper or fly on from Yellowstone to the airstrip located in Ennis at the Sportsman Lodge. You'll find beautiful scenery and **FISHING** at its very best! Ennis! often called the trout fishing capital of Montana is on the Madison River on U.S. 287. From Ennis you can fish, in addition to the Madison, the Jefferson, Gallatin, Big Hole, Yellowstone, and Missouri Rivers, and lake fish at Wade Lake, Henry's Lake, and Ennis Lake.

DUDE RANCHES

The area surrounding Yellowstone Airport abounds with excellent Dude Ranches, large and small, with varying guest capacities and choice of activities.

Transportation is provided from the Airport to the ranch of your choice or arrangements can be made.

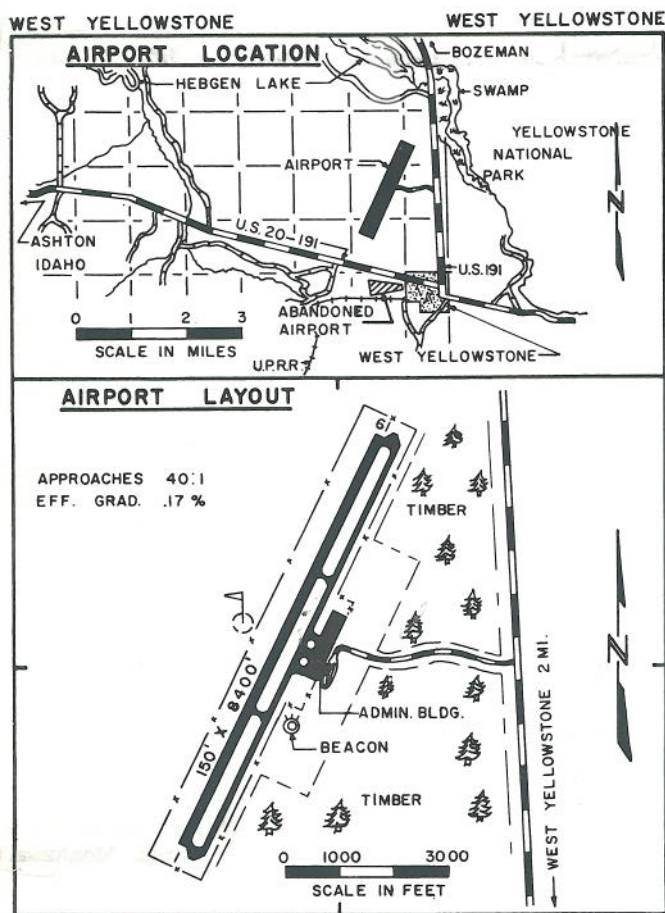
For further information write:

The Dude Ranchers Association,
1133 North 27th, Billings, Montana.
59101.

WESTERN ARRIVES



West Yellowstone Vicinity Plat



SCHEDULE OF FEES

(Effective June 14, 1965)

- I. Landing Fees
 - Light Aircraft under 12,500 lbs. gross—No Charge
 - "T" Category Aircraft over 12,500 lbs. 25c per 1,000 lbs.
 - Subsequent Daily Landings 15c per 1,000 lbs.
- II. Fuel Flow Fee
 - Scheduled Air Carrier No Charge
 - General Aviation \$.03
 - "T" Category Aircraft \$.03

(When "T" Category Aircraft have purchased fuel at Yellowstone Airport the landing fee will be waived or a part thereof will be waived in an amount equal to the fuel flow fee. If the fuel flow fee exceeds the landing fee, then the landing fee will be waived in its entirety.)
- III. Tie Down Fees—Light Aircraft
 - Fees are applicable on improved permanent area only, all other areas free.)
 - Overnight Rate \$ 1.50
 - Weekly Rate 7.00
 - Seasonal Rate 25.00
 - "T" Category Aircraft No Charge

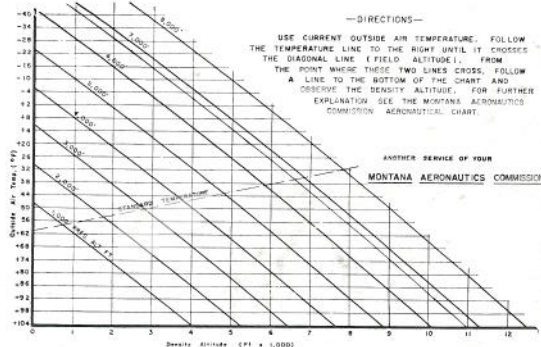
Reproduction of Density Altitude Chart for the Yellowstone Airport.

THE DENSITY ALTITUDE ON THIS AIRPORT

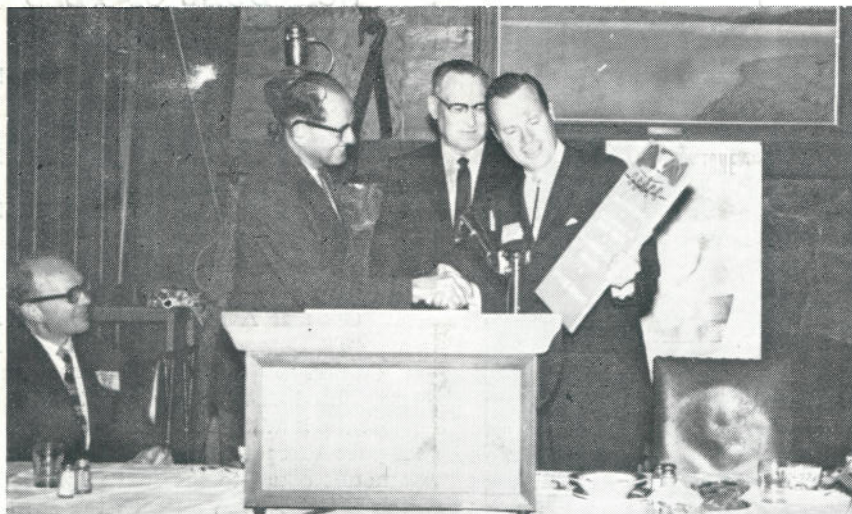
at 0 8 6° fahrenheit
is
9 8 0 0 ft.

Actual field elevation at this airport is 6644'

OPERATIONAL ALTITUDE CHART



DEDICATION BANQUET SCENE



Mr. Art Kelly, Vice President of Western Airlines, presents Aeronautics Commission Chairman Gordon Hickman, (center) an Inaugural Flight Commemorative Plaque. Western's number one pilot, Fred Kelly (left) adds his congratulations.

AIRPORT PARKING AREA



The above photo was taken on Dedication Day, however, numerous times during the '66 season the area held nearly the same number of automobiles on paved area.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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